AMENDMENTS TO THE SPECIFICATION

Page 1, Line 5 insert the following new heading and paragraph:

CROSS REFERENCE TO RELATED APPLICATIONS

This application is a continuation of application Serial No. 10/387,107, filed March 11, 2003, now U.S. Patent No. 6,703,594, issued March 9, 2004, which was a continuation of application Serial No. 10/136,949, filed April 30, 2002, now U.S. Patent No. 6,531,688, issued March 11, 2003, which was a continuation of application Serial No. 09/346,366 filed July 1, 1999, now U.S. Patent No. 6,379,254 issued April 30, 2002, which was a division of Serial No. 08/880,177 filed June 20, 1997, now U.S. Patent No. 5,981,921, issued November 9, 1999.

Replace the paragraph beginning on Page 20, Line 16 with the following new paragraph:

The above-described method of magnetic pulse welding is suitable when the material used to form the driveshaft tube 12 is the same as the material used to form the end fitting. In other instances, it may be desirable to form the driveshaft tube 12 from a first material, such as a high strength aluminum alloy, and the end fitting from a second material, such as steel. In such an instance, a hollow cylindrical sleeve 80 of a transition material such as 1100 series aluminum, may be disposed between the inner surface 18 of the driveshaft tube 12 and the outer surface 44 of the neck 38, as illustrated in Fig. 4. A first substantially ~~Substantially~~ uniform annular gap G1 is maintained between the driveshaft tube 12 and the sleeve 80, and a second substantially uniform annular gap G2 is maintained between the sleeve 80 and the neck 38. Preferably, for end fittings having cylindrical outer surfaces, gaps G1 and G2 have a relatively large radial spans, typically within the range of from about 1 and 3 mm. Preferably, gaps G1 and G2 are substantially uniform at every circumferential location around the sleeve 80.

Replace the paragraph beginning on Page 27, Line 6 with the following new paragraph:

As shown in Fig. 19, a portion of the welding surface 149 of the neck 38A of the yoke 24 is the prime welding area 152. The prime welding area is typically made of the same material as the rest of the welding surface 149 of the end fitting, but the prime welding area 152 is the zone where the maximum strength of the weld occurs. This is determined by various factors, such as the spacing or gap between the drive shaft 12 and the welding surface 149, and such as the angle and impact of the contact between the driveshaft and the welding surface 149. While other areas of the welding surface may also be welded to the driveshaft, the prime welding area 152 provides the best possible adherence of the driveshaft 12 to the yoke 24.